

RAILWAY STATISTICS

For the Year, 1916

The year 1916 has been one of record-breaking traffic and earnings for the railways of the United States. Their increased business is reflected in statistics regarding new construction and orders for equipment during the year which have been gathered by the Railway Age Gazette from official sources, and which are published in its annual review number this week.

The mileage of new railroad built during 1916 has been 1,088 miles. This is an increase over 1915, when only 932 miles were built, the latter having been the smallest amount of new construction in any year since the Civil war. While there has been an increase in new construction, it has continued to be small, being less than in any year since the Civil war except 1915. There was a reduction in second track built, this amounting to 312 miles, as compared with 356 miles in 1915 and 565 miles in 1914. There were thirty-one miles of third, fourth and other main tracks built, as compared with sixty-five miles in the preceding year. The largest amount of new construction was in Montana, where ninety-nine miles of railway were built; South Carolina being second with ninety-two miles, and California third, with seventy-eight miles.

New construction in Canada shows a heavy decline. The mileage of new lines built in that country was only 290 miles, as compared with 718 miles in 1915 and 978 miles in 1914.

The new mileage found to be projected in the United States is 727 miles; that being surveyed, 2,126 miles; and that being actually built 1,950 miles.

Increased Orders for New Equipment

The increase in the purchase of new equipment was much greater relatively than the increase in new construction. The following table gives the number of cars and locomotives ordered by the railways of the United States within the last three years:

	1916	1915	1914
Freight cars ordered	170,000	107,798	80,264
Passenger cars ordered	2,349	3,092	2,002
Locomotives ordered	2,923	1,573	1,265

The number of freight cars ordered for domestic service is larger than in any year since 1912, and the number of locomotives ordered for domestic service is larger than in either 1914 or 1915.

Large Foreign Orders for Equipment

In addition to the cars and locomotives of this country received largely increased orders for equipment for export. The number of freight cars ordered for export was 25,632, as compared with 13,222 in 1915; and the number of locomotives ordered for export was 2,383, as compared with 850 in 1915. The number of locomotives ordered for both United States and foreign railroads totaled 5,906, which exceeds the total number of locomotives ordered from the locomotive builders of the United States in any year since 1906.

Sixty-three Railways in Receivers' Hands

The year closes with sixty-three railways, having an aggregate of 34,559 miles of line, in the hands of receivers. This compares with a mileage of 38,661 miles which was in the hands of receivers at the beginning of 1916. The principal changes in the list of roads in the hands of receivers during 1916 was caused by the St. Louis and San Francisco, operating 4,749 miles; the Chicago and North Western, operating 1,000 miles; the Western Pacific, operating 943 miles; and the Atlanta, Birmingham and Atlantic, operating 633 miles, being taken out of the hands of receivers, while the Boston and Maine, with 2,300 miles, and the Texas and Pacific, with 1,944 miles, went into them. The number of roads put into receivers' hands during the year was eight, and their total mileage 4,439.

Railways Operated Under Block System

The total mileage of railways operated under the block system at the end of the year is 99,885. Of this, 32,978 miles is automatic, an increase of 1,818 miles.

Comparison and Contrast Between 1906 and 1916

In an article on "The Railway Situation at the End of 1916" the Railway Age Gazette draws a comparison and a contrast between the year 1916 and the year 1906, just a decade before. The year 1906, like the year 1916, it recalls, was characterized by record-breaking traffic and earnings, by a large "car shortage" and severe congestion of traffic and by extensive movements by railway labor for higher wages. On the other hand, the year 1906 came near the end of a period of great prosperity for the railways, during which there had been a large expansion of their facilities, while the year 1916 follows a period of depression for the railways, during which there was a relatively small expansion of their facilities.

"In the five years ending with the calendar year 1906," says the Railway Age Gazette, "there were almost 23,500 miles of new railway built in the United States, an average of almost 4,700 miles a year. During the five years ending with 1916 there were less than 10,000 miles built, an average of less than 2,000 miles a year."

"During the five years ending with 1906 the average increase per year of all tracks operated was 10,346 miles, while in the last five years it has averaged about 7,000 miles per year."

"In the five years ending with 1906 the number of locomotives ordered by the railways of the United States was 22,400, or almost 4,500 per year. In the five years ending with 1916 the number ordered by them has been less than 14,000, or about 2,800 a year."

"In the five years ending with 1906 the total number of freight cars ordered was almost 1,100,000, or an average of over 218,000 a year. In the five years ending with 1916 the number ordered has been only about 740,000, an average of about 148,000 a year."

"The foregoing statistics set forth in a striking and even startling manner one of the most important facts to be considered in connection with the present situation of the railways. This is that the car shortage and traffic congestion of 1906 came at the end of a decade during which there had been a great expansion during which the increase of facilities had been relatively small. Since our railway facilities have proved inadequate at the beginning of the present period of prosperity, what kind of a situation will it cause to develop if industry steadily grows more active and traffic heavier, as it did for several years prior to 1906?"

Reason for Reduced Rate of Development

The difference between the rate of development of railway facilities in the period ending with 1906 and in the period ending with 1916 is attributed to the difference in the rate of return earned during these periods. "In every year of the five ending with 1906 the return on the investment in the railways of their investment in road and equipment exceeded 5 per cent. In every one of the five years preceding 1916 the net return earned was less than five per cent, and in two of them—1914 and 1915—it was less than four per cent."

"The recent increase in gross and net earnings has been followed immediately by an increase in expenditures for new construction and for equipment. Past experience shows that the continuance and intensification of the revival of railway expansion is an absolute dependency upon the continued earnings by all the railways of the country of a net operating income exceeding five per cent on their property investment; and in view of present conditions—in the money markets of the world it is probable that past experience is not an entirely safe guide, and that the minimum average net operating income sufficient in the past to cause a rapid expansion of railway facilities will not be sufficient in future. The average net operating income earned on road and equipment in the five years ending with 1916 was only 3.5 per cent, and in view of present financial conditions, with safety be allowed to fall below six per cent."

"The net operating income of the railways during the year just closing has been unprecedented, probably averaging more than six per cent on the investment in road and equipment. Until within the last eighteen months the average gross earnings per mile per month had exceeded \$1,300 in only one month, October, 1912. In three months of the present year, however—May, June and July—more than \$1,300 per mile was earned. In August and September all previous records were broken with earnings of \$1,418 and \$1,409 per mile."

Operating Expenses and Taxes Begin to Increase Rapidly

"Operating expenses and taxes already have begun to show heavy increases. In the latest month for which statistics are available, namely, September, the percentage of increase in operating expenses and taxes per mile for the entire country was greater than that of the increase in total earnings per mile. This tendency on the eastern lines, where the congestion of traffic is greatest, is especially marked, the increase in total earnings during the month mentioned being twelve per cent, while the increase in expenses and taxes was eighteen per cent."

This increase in operating expenses is attributed to increased wages and also to advances in the cost of equipment and supplies. For example, the price of rails has been advanced during the year from \$30 to \$40 per ton, while during the recent period of prosperity the average cost of a freight car has advanced from about \$1,000 to about \$1,500. The Railway Age Gazette concludes:

"In view, however, of the progress which has been made within recent years in improving the management of the railways, in improving regulation, and in educating business opinion and public opinion regarding the railway situation, and in view of the large earnings the railways are now making without any serious complaint from any source that they are excessive, the outlook for greater prosperity for the railways and affiliated industries, and for a large expansion of railway facilities during the next few years, seems promising."

INSIDE LIGHT OF THE WAR

An Interview with Capt. John May Beith.

(SPECIAL TO THE TELEGRAM.)
WASHINGTON, Dec. 30.—On the occasion of his recent visit to Washington, where he spoke before the National Geographic Society on the "Human Side of Trench Warfare," Captain John May Beith, of the Argyll and Sutherland Highlanders and widely known in the United States as an authority on the "Human Side of Trench Warfare," in answer to numerous questions, threw interesting sidelights on phases of the European war which are not touched upon, customarily, in the despatches from the front. The geographical side of the war is the form of the following war geography bulletin the

substance of an interview with Captain Beith:

"The widely heralded British 'tanks' have served their purpose, and I doubt very much whether they will play any further important role in the war," declares Captain Beith, who was one of the machine gun officers having charge of the training of the gun crews for the tanks.

"The tanks are essentially a weapon of surprise. They made their debut on the firing line at the supreme psychological moment. Our troops have virtually reached an impasse in the Thiepval woods, which the Germans had fortified and forti-

ed until it seemed humanly impossible to make any further headway. Then came the 'tanks,' secretly made, piece by piece, all over England and shipped to a point of assembly on the Somme front. Not even the men whom I was training as a gun crew for one of these ponderous but astonishingly flexible death-dealers knew the kind of a juggernaut in which they were to operate until they were ready for the terror-spreading assault. The surprise to the Germans was complete and the payoff was ours. But now that the limitations of the 'tank' are known to the enemy its usefulness is no longer exceptional."

"While there must still be a vast amount of important fighting on the west front, it is the general belief of many of our officers that the war will be won from the southeast. Firm in this belief, the British, French and Italians are making phenomenal preparations at Saloniki and in the spring the world will be amazed by the gigantic stroke which will be delivered from this quarter. Of course, if Roumania's situation were to become genuinely critical the Allies' push through the Balkans would be hastened, for everything possible will be done to preserve the national integrity of our latest ally."

Zeppelins Are Failures

"It is interesting to note that while our 'tanks' spread terror among seasoned soldiers, the 'Zeps,' upon which the Germans so confidently relied as a means of overwhelming England's civilian population with uncontrollable fear, have proved to be a complete failure, except that their comparatively inconsequential raids have reacted against the would-be terrorists and have been the most effective recruiting agent that the English army has had. Indeed, it would have been a profitable venture if England had constructed a 'Zep' and sent it, flying enemy colors, on a tour of our islands, for wherever the airships have appeared, dropping their comparatively ineffective bombs, there has followed a remarkable influx of raw material from which fighting men could be made to avenge these raids upon our helpless civilian classes."

"It was my good fortune to witness the destruction of a 'Zep' on the occasion of the first elaborate organized but, as it proved, abortive air raid on London several months ago. The airship was attacked by an aeroplane, a wisp of the sky, which darted past the cumbersome hulk, and, at the moment when the two were side by side, made a thrust with its deadly sting—an explosive missile. With a dull, distant report the impotent cloud-craft was split asunder with flames and sank rapidly from a height of several thousand feet, both noses pointing downward."

Battle Watched from Rooftops

"Half of London was on the rooftops watching this battle between an aerial Cyclops and a flying Ulysses, the latter a pigmy in size but invincible in skill and courage. As the great ship settled each watcher imagined that it had fallen in an alley just a block away, and forthwith an army of 500,000 sightseers set out upon a wild night chase to inspect the wreckage. Daybreak found fully 100,000 of these curious ones lost in the byways and hedges on the outskirts of the city, and only a small percentage of the number ever reached the wreckage twelve miles distant in an open field."

"Very exaggerated reports of the protest against according the members of the Zeppelin's crew a military burial reached America. I believe there was a single instance of a woman, distraught over the loss of a relative, who hurled a stone or a potato at the funeral cortege, but other untoward incidents occurred while the Germans were being interred near the spot where their airship fell. The bodies were all carried to their graves by members of the British Royal Flying Corps."

"To the British soldier one of the most notable achievements of this war has been the fact that England, nobly aided by its colonies, has succeeded during the short space of two years in raising its effective fighting strength from a pitiful 150,000 (the size of the British regular army at the beginning of the struggle in August, 1914) to 4,000,000 men. Earl Kitchener declared at the beginning of hostilities that he could not tell how long the war would last, but he did know England would reach efficiency in three years. The war lord's hopes were anticipated by a full year. In July, 1916, we were ready to fight, and actually began to fight with our fully developed army of national-mannhood strength."

"And not only has Great Britain trained and fully equipped 4,000,000 men, but it has undertaken the task of supplying all its allies, except France, with the munitions which they sorely need available at the beginning of the struggle."

"France has mobilized its own resources so admirably that it is able to handle its munitions problems unassisted. One of the great problems of supplying Russia has been to get the material to the czar's rear, and it is manufactured. Much of it, of course, has been sent through Archangel, which is now connected by a double-track railway with Petrograd. With the advent of winter, and the closing of the Archangel harbor with ice the difficulties are greatly increased."

"I have been asked frequently by Americans for my opinion of the character of courage displayed by our enemies on the West front. We of the Argyll and Sutherland Highlanders frequently noted the dogged persistence of the Germans as they advanced to the attack, shoulder to shoulder, each sustained by the proximity of his companions to the right and left. But when he is assailed in his own trench we maintain that an entirely different spirit exists. The bayonet poised for the thrust strikes dismay and saps the Teuton's stamina."

NEIGHBORS GET IN FIGHT; FIND THEY ARE BROTHERS

MARYSVILLE, Calif., Dec. 23.—James Bowden and Harry H. Hill, who have been neighbors in Marysville for twenty years, discovered they were brothers until they got into a fight over a boundary. In the course of which the shirt of Bowden was torn, revealing a birthmark that Hill recognized as belonging to his long lost brother. The two men had been put in a New York orphanage when young, had been brought by different men and had taken their names.

INDIANS

Of Old Mexico Converted in Whistle Language, Says an Authority.

CARLISLE, Pa., Dec. 30.—That entire tribes of Indians converse in whistled language in old Mexico is an established fact. This is authenticated by Harold T. Mapes, a mining engineer, in Mexico for twelve years, but now at his home in Carlisle, Pa.

Mr. Mapes avers that the Mexican Indians have a whistling vernacular in which they can carry on conversation as fluently as in words. This language, coming traditionally from the Toltecs, it is universally understood by the natives now. Not only are words whistled but sentences as well.

The Spanish language, Mr. Mapes says, is musically adapted to its use, and the natives employ it upon occasion as carrying further than words, also using it when around noisy machines and when not wishing to be understood by others.

Indian swains converse with their sweethearts from afar off, even though behind closed barred windows. The laborer talks with fellows at his side and asks for tools, using it also as a means by which to communicate words of anger or signal the approach of the overseer.

Its origin is unknown, according to Mr. Mapes's information. He found it nowhere else in his travels through Central or South America.

ACTOR VOTED THIS YEAR FIRST TIME SINCE 1860

BAYONNE, N. J., Dec. 30.—William Henderson Vance, aged 78, a retired actor of Bayonne, voted this year for the first time since he voted in 1860 for Abraham Lincoln. During the fifty-six years he missed voting for president he was on the road and far from his home.



"He Profits Most Who Serves His Customers Best"

So we try to make money by first making friends. Our line of Shoes and Boots is certainly making us friends and our present business tells an unwritten story of how pleased and satisfied our customers are. Here you can find Footwear of every description, extraordinary artistic designs, Shoes that appeal to every one.

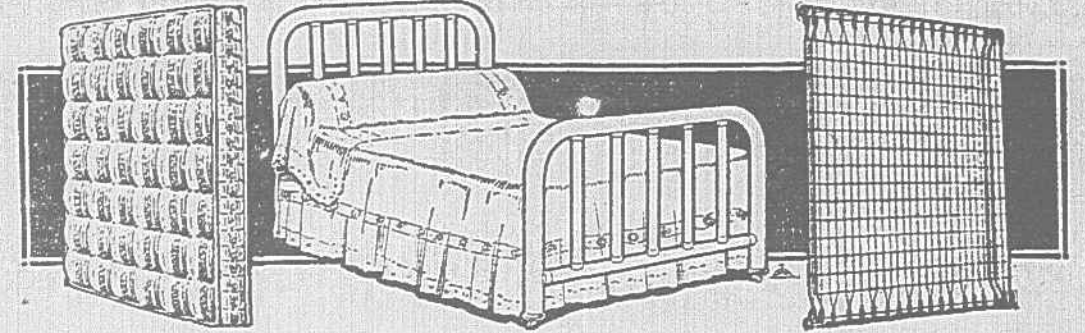
These Shoes bear the distinction of being triple fitters, because they fit the eye, the foot, and the pocketbook.



SPEARS SHOE CO.
Fourth Street

This All-Steel Bed Outfit \$24.50

Just as Pictured
Terms, \$5.00 Cash;
\$5.00 Monthly.



The Mattress—

—is a cotton felt one. It is built in layers, and will not pack hard and lumpy, with use. It is covered with a good quality heavy ticking, in a neat design. Nicely tufted and taped at the edges.

THE BED

—is in the new lightweight model, of seamless steel tubing. The enamel is unusual in that it will stay white, and will not flake off, when given a little care. The continuous pillars are two inches in diameter, and the fillers are one inch. Extreme simplicity and sound proportion mark the construction. When you buy this, you buy a bed of the highest quality.

The Spring—

—is in the sanitary opening construction. While resilient and comfortable it is easy to clean. Made of steel links, securely fastened together. The frame is light, yet extremely rigid.

The Peoples Furniture Store

142-144 W. Main St.

Clarksburg, W. Va.

FATHER OF FIVE DEFENDANT IN LOVE SUIT

Plaintiff Says Employer of Wife Alienated Her Affections.

PORTLAND, Ore., Dec. 30.—James L. Cameron, a wealthy lumber dealer, with offices in the Spalding building who has large lumber interests in Camas and Goldendale, Wash., and is president of the Cameron-Taylor Lumber Company of Bull Run, was sued for \$50,000 for alienation of affections by Charles L. Cadwallader, husband of a stenographer in his employ, in an action filed in the circuit court here.

Mr. Cadwallader obtained a divorce on November 25, after his wife had deserted him, and now seeks reparation from the man he holds responsible for his broken home. Mr. Cameron is a married man with five children.

Enticed by Auto Rides. By virtue of his power over Mrs. Cadwallader and her opportunities of association as her employer, Mr. Cameron is accused of enticing the young woman by clandestine automobile rides, dinners, and other attentions. Mr. Cadwallader asserts that Mr. Cameron took advantage of his wealth and position to win the love of Mrs. Cadwallader, whose husband is a bookkeeper in the employ of the Douglas Fir Lumber Company in the Yeon building.

Mr. and Mrs. Cadwallader were married on November 20, 1913, in Portland. Mrs. Cadwallader was in the employ of Mr. Cameron at that time and continued to work to eke out the family income. One month from that date, or December 20, 1912, Mr. Cameron began the attentions of Mrs. Cadwallader's affections from her husband, charges Mr. Cadwallader.

Left and Took Furniture. The attentions of the timber man are said to have extended to the present time. On May 12, 1916, Mrs. Cadwallader refused longer to associate with her husband and lived aloof and separate in the same home. On August 3 last Mr. Cadwallader came home to find that his wife had left, taking much of the furniture with her. They have not spoken since, and Mr. Cadwallader filed suit for divorce shortly after.

LEAVES SWEDEN TO AVOID WAR; KILLED BY AUTO

ALBANY, Pa., Dec. 30.—To be killed two days after arriving in America was the fate of Lars F. Wallender, who was brought here from Sweden by his son, Knut Wallender, so he would escape all the horrors of war in case Sweden should become involved.

The son went to Sweden in May, and he and his father just arrived in Allentown. Natives of Sweden and friends of the family made things pleasant for the newcomer, who was 52 years of age.

The other night the father and son went calling, and on their return in a slight rain the aged man was struck by an auto driven by Irwin J. Hol-

den, a typewriter dealer. He sustained injuries from which he died shortly after in the Allentown hospital.

Holden, who was running the machine slowly, explained that he did not see the man on account of the moisture on his windshield.

SINGLE PHASE SYSTEM ON SWISS ELECTRIC ROADS

BERNE, Dec. 30.—The Swiss government decided to favor the single phase system for electrifying the railways in preference to the third rail, because it costs ten per cent less to make the change.

SENTENCED TO ROLL BARREL FOUR MILES

SAN FRANCISCO, Cal., Dec. 30.—John Buddy and Peter Brady of San Francisco, convicted of stealing an empty barrel from a Mission district store, were sentenced to roll their loot from the hall of justice back to its owner, about four miles. Two policemen were detailed to see they obeyed.

The Chinese government has sent students to the Philippines to study scientific forestry as conducted by Americans.

Empire Building Directory

Room 423 Acme Credit Co. Fourth Floor.	Room 311 Metropolitan Life Insurance Co. Third Floor.
Room 420 Alexander & Alexander Insurance. Fourth Floor.	Room 201-202 Dr. S. M. Mason Physician. Second Floor.
Room 427 H. C. Alexander Brokerage Company Fourth Floor.	Room 115 Marietta Torpedo Co., Sixth Floor.
Room 523 D. D. Britt Civil Engineer. Third Floor.	Room 207 Neff & Lohm Attorneys-at-Law. Second Floor.
Room 520 C. A. Bulcner Auditor. Third Floor.	Room 541-542 S. Newman Ladies Tailor. Fifth Floor.
Room 511 Board of Education Charter School and Auditorium. Fourth Floor.	Room 300 Frederick Ott General Contractor. Third Floor.
Room 500 Clarksburg Telegram Co. Telephone and Telegraph. Main Street.	Room 200 Dr. R. L. Osborn Second Floor.
Room 425 Cruzen's Loan Co. Fourth Floor.	Room 411-1-2 Public Stenographer Second Floor.
Room 426 R. G. Dunn & Co. Fourth Floor.	Room 420 Prudential Life Insurance Company Fourth Floor.
Room 500 C. L. Edmonds Ladies Tailor. Main Street.	Room 512-513 Dr. R. D. Rumbaugh Dentist. Third Floor.
Room 420 Fairmont Coal Co. Fourth Floor.	Room 640-642-644 Nichols Construction Co. Contractors. Sixth Floor.
Room 420 G. W. Gail, Jr. Fourth Floor.	Room 420 Lewis M. Sutton Special Agent. Natural Life Ins. Co. Main Street.
Room 645 Home Loan Co. Sixth Floor.	Room 204-4 Sperry & Sperry Attorneys-at-Law. Second Floor.
Room 104 to 106 Hope Natural Gas Co. Seventh Floor.	Room 423 W. H. Taylor Lawyer. Fourth Floor.
Room 613-5 1-2 Holmboe & Lafferty Architects. Sixth Floor.	Room 425 A. K. Thorn & Co. Fire and Life Insurance. Fourth Floor.
Room 646 Henderson Bros. Lumber Company Sixth Floor.	Room 517 United Brokerage Co. Third Floor.
Room 201-203 Dr. E. A. Hill Physician. Second Floor.	Room 518 Olandus West Coal, Oil and Gas. Third Floor.
Room 200 Interstate Corp. Service System Corp. Organizers, Agents, Counsel. Second Floor.	Room 213-4 Dr. J. E. Wilson Physician. Second Floor.
Room 618 U. F. Kelly & Co. Fourth Floor.	Room 206 Robert R. Wilson, Attorney-at-Law. Second Floor.
Room 512-513 Dr. F. S. Linger Dentist. Third Floor.	